

To-day's Advertisements.

HONGKONG ODD VOLUMES SOCIETY.

EVENING MEETING.

THERE will be an EVENING MEETING of this Society, in St. Andrew's Hall, at the City Hall, to-night, the 20th of April, at 8.30 P.M., at which experiments in Electrical Discharge and exhibitions of the Graphophone and Phonograph and Microscope will be held.

Ladies are invited and members may ask their friends.

HENRY E. POLLOCK, Hon. Secretary.

15, Bank Buildings, 20th April, 1898. [254]

V. R. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

ON WEDNESDAY, the 17th April, 1898,

AT 11 A.M.,

AT ARMY ORDNANCE STORES, Queen's Road East

THE FOLLOWING GOVERNMENT STORES:—

CARTS and WAGONS, AWNINGS for

Boats and Steam Launches, ANCHORS IRON

CHAIN, GRAPNELS, SIGNAL LAMPS,

BRASS, COPPER, GUNMETAL, ROPE,

LINEN, COTTON and WOOLLEN RAGS,

CANVAS, CAST and WROUGHT IRON

WATER, CASKS, PACKING CASES,

IRON DRUMS, WATERPROOF BAGS,

OZOKERIT SALVE, OILUM White and

TARRED, BOAT MASTS and SALES, LAMP

CHIMNIES and BRASS SOCKETS, DER-

MATINE BELTING, &c., &c.

A QUANTITY OF

PART WORN CLOTHING and 10 Knots

of ELECTRIC CABLE.

Catalogues can be obtained from the CHIEF

ORDNANCE OFFICER or from the A. CLYMER.

TERMS OF SALE.—Cash on delivery. All

faults and errors of description at Purchaser's

risk on the fall of the hammer. All Lots to be

cleared within 48 hours.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 20th April, 1898. [546]

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY per

cent upon contributions for the year 1897

has been Declared.

WARRANTS will be issued on the 9th May,

By order of the Board.

N. J. KEE,

Secretary.

Hongkong, 20th April, 1898. [551]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TIENSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above

on MONDAY, the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th April, 1898. [550]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"

will be despatched as above on or about

the 25th May, 1898.

To be followed by

S.S. "ST. NINIAN," on or about 15th June,

1898.

S.S. "CRAIGHEARN," on or about 30th June,

1898.

For Freight, &c., apply to

SHEWAN, TOMES & Co.

Agents.

Hongkong, 20th April, 1898. [548]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

Optimal goods will be landed here unless

instructions are given to the contrary before

Monday, 20th day.

Goods not cleared by the 27th instant will be

subject to sale.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the

Godown and a certificate of the damage

obtained from the Godown Company within ten

days after the vessel's arrival here, after which

no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 20th April, 1898. [547]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND

SINGAPORE.

THE Steamship

"MERIONETHSHIRE,"

Captain Davies, having arrived from the above

Ports, Consignees of Cargo are hereby informed

that their Goods are being landed at their risk

in the Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

Optimal goods will be landed here unless

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no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 20th April, 1898. [549]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LIMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear com-

parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSIES and

other Large Consumers.

My complaints should be addressed to the

Manager.

Hongkong, 1st March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London

House, bought direct at first hand, imported in

wood and bottled by ourselves, thus saving all

intermediate profits, and enabling us to supply

the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at

the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintage. All are

true Xeres Wines.

CLARET.—Our Claret, including the lowest

priced, are guaranteed to be the genuine

product of the juice of the grape and are

not artificially made from raisins and

currants, as is generally the case with Cheap

Wines.

BRANDY.—All our Brandy is guaranteed to

be pure Cognac, the difference in price

being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent

quality and of greater age than most brand

in the market. THE SCOTCH WHISKY

marked "E" is universally popular, and is

pronounced by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our Wines and Spirits to

be genuine when bought direct from us in the

Colony or from our authorised Agents at the

Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

DEATH.

At the Kennedytown Hospital, on Saturday,

the 18th instant, of plague, ALEXANDER LEWIS,

the beloved son of Mrs. FLORA TAYLOR, aged

14 years. R.I.P. [549]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 20, 1898.

NOTES AND COMMENTS.

Reuter's telegram which we publish

to-day indicates that the Americans are

taking a less violent view of the Cuban

question than at first seemed likely, for

they are not unanimously insisting on the

recognition of a Cuban Republic. There-

fore the Spaniards are not, as it was

thought they would be, confronted with

demands to which they cannot comply

without sacrifice of dignity; and so we feel

more confident than ever that war will be

averted.

Meantime the fleet here has done its

"invisible grey" warpaint, and got into

fighting trim. Boats have been hauled

aboard and all superfluous top-gear sent

down. The flagstaffs over the ships'

sterns have been removed and the flags

hoisted at the peak, which in the British

navy would indicate immediate departure.

Another West River piracy is reported

to-day. This sort of thing ought to be

stopped immediately. It has already

gone too far. It is intolerable in these

days. If Chinese waterways are to be

"opened" to trade and yet closed and

harred by lawlessness, we must ask with

the American satirist

Is civilization a failure?

And is the Caucasus played out?

As likely as not, these outrages are

encouraged by the mandarins for the

sake of killing off all competition against

the concerns in which they have a personal

interest. At any rate, we know—the

writer of this paragraph knows from personal

experience—the authorised forces of

law and order in the Kwangtung Delta

take a hand in undisguised armed rob-

beries of boats. Better a French protec-

torate than the present regime. The

Chinese Chamber of Commerce, Navy League,

and

Hongkong Legislature and China Association

must take vigorous action.

Hongkong Legislature and China Association

must take vigorous action.

The present outbreak of plague in the

colony is a much more serious matter than

many people are inclined to believe.

Cases of the disease are now reported

from some of the busiest and most popu-

lar parts of Queen's Road, and we have

it on good authority that there are more

cases being taken over to Chinese Kow-

loon just now than there were even in

1894. In fact rows of matbeds are being

erected along the beach outside Kowloon

City for the accommodation of the ailing

ones. As we have before remarked, the

only wonder is that matters are not worse

seeing the filthy state in which lanes and

streets have been so long allowed to

remain. There were object lessons in the

past outbreaks but the sanitary authorities

have profited little if at all by them.

Among many of what are called the

"better class" of Chinese there has long

been a feeling that it would help

considerably in treating plague cases

if a place could be set aside, thor-

oughly isolated of course, where

Chinese patients could be treated after

the fashion of their country. The Chinese

physicians may not be remarkably skilled

or scientific, judged by Western ideas, but

the simple fact is that if we do not let the

Chinese have their own methods they will

have them without our letting. They are so

irrevocably wedded to their own manners

and customs that at a crisis like this it is

out of the question for us to do anything except

to let them have their own way and make

the best we can of it. Let them have their

methods of treatment and we will super-

vise as well as we can without frightening

them. Otherwise if we once give them

any suspicion or alarm our efforts are

utterly useless because they work against

us instead of with us and we cannot pre-

vent it just now. Perhaps in the course

of years we may be able to cure plague

beyond all question, and by that time we

may be able to convince the Chinese of

the superiority of our methods. In the

meanwhile we must recognise hard facts.

The Captain Superintendent of Police, at

yesterday's meeting of the Sanitary Board

made a move that should go far towards

saving a good deal of trouble in this di-

rection. He proposed, and the Board

agreed to it, that the Tung Wah Com-

mission should be approached with a view

to having a branch hospital established

at Kennedy-town, where the patients

could have the option of being treated by

European or Chinese doctors. The Pres-

ident of the Board snorted at "Chinese

doctors," and applied the term "quacks"

to them. Dr. ARTHUR's contempt for

Chinese physicians, however, does not

alter the facts of the case, and should

effect be given to Mr. May's resolution,

as many Chinese doctors, it is pretty

certain that it will have a beneficial result.

It would be interesting to us to know

if the Sanitary authorities of the Colony

THE RUSSIAN MENACE IN CHINA.

(Continued.)

CHAPTER V.

(Specially written for the Hongkong Telegraph.)

In South-Eastern Europe, it is well-known that for many years past Russia has coveted the possession of Constantinople and when we consider her geographical position we cannot be surprised at it. If we ourselves were shut in as Russia is and unable to send a single warship through the Dardanelles without the permission of another Power we should do all we could to get such a state of things altered in our favour and it is only natural that Russia should do the same.

It seems to us that provided we obtain suitable compensation for our complaisance, we might agree to Russia's endeavouring to get possession of Constantinople whenever she feels herself strong enough to make the attempt. Many people will say that if she obtains possession of it she would at once fortify the straits as to make them virtually impassable for hostile ships and that it would constitute a serious menace to our position in the Mediterranean. To this we would reply that it is highly probable that Russia would endeavour to make herself as secure as possible in her new possession and that she would be very foolish if she did not. But to talk of the Russian possession of Constantinople as in itself constituting a menace to us in the Mediterranean, is to totally misunderstand the position. The conquest of Constantinople into a first class naval and fortress and naval port, would not of itself make any difference whatever to our position in the Mediterranean.

It will be said that, in the event of war Russia could suddenly send her Black Sea fleet into the Mediterranean to assist France, for example. So she would aid and abet us and would probably do the same thing if war broke out to-morrow, without the possession of Constantinople, for she would probably have an understanding with Turkey to this effect, or else do without it and send her fleet through in defiance of the Turks, who would not be likely to go to war with Russia in consequence and would therefore content themselves with a protest.

If, however, we had a fleet in the Mediterranean superior to the French and Russian fleets combined, the entry of the Russian fleet into the Mediterranean would not matter to us as it would meet our superior fleet there and would be attacked and defeated before it could effect a junction with the French. But even if the French and Russian fleets joined forces, as long as our Mediterranean Squadron was superior to that of our combined enemies, they would be met, attacked and destroyed in the end and the Mediterranean would then become virtually a British lake and would be perfectly secure for our own ships and those of our friends, while it would be interdicted to our enemies.

Some critics may object that it is possible that we might break out suddenly, when our Mediterranean Squadron was inferior in strength to the combined French and Russian fleets and would be reinforced to attack and defeated before reinforcements could reach it. To this objection we would reply that it is precisely the position at the present day, before Russia has obtained Constantinople and that is the reason why, of recent years, our Channel Squadron has been sent to cruise along the coast of Spain and Portugal and in the neighbourhood of Gibraltar, so that these would not be altered in any way. We admit that a certain amount of risk is involved by such a distribution and the Admiralty would do well to see that our Mediterranean Squadron is always superior in strength to that of the next two strongest navies in Europe to that sea. At present we believe the reason that it is not so is provided in that old bogie, the fear of offending "foreign susceptibilities" and partly because the resources of the Malta dockyard are not sufficient to meet the requirements of so large a fleet.

Solaris "foreign susceptibilities" go, we would boldly disregard them and do what we consider best in order to safeguard our own rights, for foreigners have never been particularly considerate of our "susceptibilities" and there is no reason why we should be of theirs.

As regards the inadequacy of the resources of Malta, it is understood that the Government is being strengthened in many and material ways in a few years Gibraltar will supplement it, so that very soon there will be no reason whatever why our Mediterranean Squadron should not be superior in strength to those of any two possible antagonists in those waters.

In return for our undertaking not to oppose the Russian acquisition of Constantinople, we might very well require Russia, in the first place, to recognise our Protectorate, or annexation of Egypt and secondly not to oppose our endeavours to obtain one of the islands of the Greek Archipelago—either Lemnos or Mytilene or whatever island our naval strategists consider most suitable—for the purposes of a naval station, which we should fortify strongly and which would form an admirable station from which our ships could watch the entrance of the Dardanelles. It should be well stocked with coal and other supplies for our fleet and in such a case we could afford to view the Russian possession of Constantinople with indifference.

Alexandria also should be converted into a naval station well equipped with docks and every facility for the repair and refit of our ships. With Gibraltar, Malta and Alexandria thoroughly well equipped as dockyards and Lemnos or Mytilene as a fortified anchorage and coal depot in the immediate vicinity of the Dardanelles, we should hold an incomparable advantage over any other Power.

Russia would probably build ships at Constantinople, but as long as we build more ships than she we need not be afraid of her in Europe, it would not be a threat in the last.

Whether an understanding with Russia could be arrived at on such terms as we have here sketched in outline we do not know, but it is at least worth while making the attempt and if it succeeded, we believe that it would do more to safeguard our manifold interests, all the world over than any other combination. If it did not succeed, then we might fall back on the Triple Alliance of Germany, Austria, and Italy, who would doubt gladly welcome our cooperation.

Whatever we do, however, should be done quickly, for we consider that our old policy of isolation is most dangerous, exposes us to the risk of a powerful combination against us and should therefore be abandoned without delay. Finally we should remark that while we have a number of delicate questions awaiting settlement with France in West Africa, Egypt, Newfoundland, Madagascar and other places, and have still to contend with German intrigues in the Transvaal, where President Kruger is again showing his desire to throw off our suzerainty, we have now no serious questions pending with Russia, except her advance in China, which is undoubtedly a source of great danger to us, both commercially and politically, unless we obtain a complete understanding with her, or else make a powerful combination against her, or a substantial ally, France, strong enough to prevent her against both, not only in the Far East, but all over the world. Therefore, an understanding with Russia would seem to be the best policy.

out advantage to us. We hope our rulers will arrange some such combination, without loss of time, for we have conclusively shown that our present policy of isolation is fraught with grave peril to us and we are too long in making up our minds as to what shall take its place, we shall be added to the long list of neglected opportunities.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MORE FILTH!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I have just returned from a short tour in the province of Kiangsu and have brought back several copies of your popular journal. In one of them I find a leading article based upon the complaint of a resident of Ladder Street or its immediate vicinity. I know the district mentioned and can fully and heartily endorse his statements concerning the houses in Bridges Street and the revolting filth that has accumulated at the foot of Mr. Chai's garden. The one-story houses in Bridges Street are a disgrace to the Colony. They were a hot-bed of plague in 1894 and should be destroyed, preferably by fire.

You are, I see, doing good work in showing up the carelessness of the unscrupulous tenants of the Sanitary Board, by publishing the evidence obtained by your reporters of the indescribably filthy condition of the "Innocent Recreant" of D'Aguiar and Wellington Streets and Queen's Road Central. It is to be hoped that your sharp-eyed and keen-scented "pencilers" will go right ahead on this lay and not rest until the disgraceful condition of the Colony is thoroughly exposed. It may be unpleasant news for property-owners, but the truth should be told. One who has thought the shocking state of affairs revealed in the course of the 1894 epidemic would have been carefully guarded against it in the future, but as the Sanitary Board has "slept on" and has made a great deal of talk and fuss and done just enough to lull certain classes into a sense of security that was neither justified by circumstances or facts—has, in fact, put the public off its guard—it is indeed to be fervently hoped that you will continue to lay bare before the whole world the mischief that the Board by its carelessness has caused and in defiance of the general public and for the protection of our vast shipping and trading interests, a growing commerce to bring to life the "dry bones" of the Raters' Association. It is abundantly clear that the Raters' Association is in need of some means of being heard through their own representatives and that concerted efforts should be put forth to keep a check on the acts and the slothfulness of Sir W. Robinson's very own Sanitary Board. The Raters' Association could invite small subscriptions from among its members and with the fund thus raised employ inspectors whose duty it would be to wander about the slums of the city and report to a Watch Committee. The Committee could make up urgent representations to the Government and publish in the local papers reports of its meetings, its correspondence and its reports. In this way the public could be regularly informed of the actual state of affairs and the check thus kept on the Board would probably have a beneficial effect. No municipal council could be worse than the present Sanitary Board, neither could a Raters' Association do less than it has in the matter of keeping an eye on the slums of this overcrowded city. If you would now send a reporter to the lower part of Sir Wong Street, off Stanton Street, close to Wai-fong and near Queen's College, he would see an accumulation of disgusting rubbish that has been lying there for the past 24 hours, showing that the street has not been swept for that period at least. There are other filthy places in the vicinity, in the upper part of Aberdeen Street, Ladder Street and the approaches to Tai-ping-shan via Stanton Street and Bridges Street. If the authorities won't clean the Street the rats and vermin will have to do so and engage scavengers. Would it be asking too much to suggest that the Acting Governor make a trip incognito through the slums? He would see much that would interest him and he would then know a good deal.

Yours faithfully,

O. D. RESIDENT.

Hongkong, 19th April, 1893.

THE RUSSIAN DEMANDS FROM CHINA.

Mr. A. R. Colquhoun, who is well-known as an authority on Far Eastern questions, writes to *The Times*—

If practical confirmation of the views advanced in my paper recently read at the Royal United Service Institution were wanting the news from China published by *The Times* during the last few days would amply supply it. Although the Chinese Government has not officially admitted any "formal" protest a plain transaction between men of business and the Chinese Government has been recorded as an injury for which Russia demands compensation in the shape of an enormous territory, and France threatens to follow suit; and thus the loan just concluded by Anglo-German bankers is made to serve a useful purpose in the plans of those Powers. It will be remembered that the two Powers frustrated the first British loan, in 1895, compelling China to accept the money from Russia and Germany, thereby establishing the position of the latter Power as creditor and mortgagee of China. Again, when the British Government recently offered, on very lenient terms, to guarantee China, Russia simply vetoed the transaction and left it to the Germans. Surely the blindest and most unscrupulous misanthrope could see the plain fact, on which no comment is needed, and now comes the demand for Port Arthur and Tientsin with "railway" rights as in the case of the Manchurian railway.

We seem to grow "swallow" assurances "from Germany, from China, from Russia, from Germany, and I must add, with regret, from our own Government. There has been a disposition throughout to play the advocate of Russia in this question, and our Government has been *plus Russia quia la Russia*. Either there has been no "information" or there have been "assurances." "Soothing syrup" at any price seems to be the motto.

Against the rubble we have encountered we have to set the rubble from China, which has been built up as a triumph of diplomacy. But the validity of these, even under the old normal conditions, could not be taken for granted until got to the proof. A port in the North and popular central province of Honan has been promised to be opened to trade in two years, the delay being necessary, it is said, on account of the turbulent and anti-foreign feeling of the inhabitants. Past experience warns us that such delays for such reasons in China lead to increasing hostility, so that the end of the period of probation the reason for further delay is more cogent than at the beginning.

Again, the opening of all the waterways in Chinese territory to navigation by steam makes a great advance in Chinese liberal progress that until the privilege has been given in practice to be a reality it would be hazardous to build upon and revolutionary violence being put into actual operation. In this connection it is worth noting that the opening of the Yangtze River.

As for the undertaking on the part of China not to alienate any of her central zone—the Yangtze region—"it is well, as you pointed out, to bear in mind that France and Russia indeed the Chinese to violate the convention which regulated the Burmese frontier. What guarantee have we that the new undertaking will fare any better?

But if in former days the validity of such undertakings would have been questionable, what about their value to-day, with the Russo-French combination actively at work? Unless we forcibly resume our superior influence at Peking such undertakings must prove worthless. We shall be squeezed out bit by bit.

Until we know what reciprocal obligations have been undertaken by her Majesty's Government for the preservation of the territory in the province of Kiangsu and the territory in the Yangtze region, we cannot be sure that it is a fortress with a dock, and can be at once made the Gibraltar of the Far East. I have visited Port Arthur twice—in 1885 as your Special Correspondent and again last year—and I can speak to the fact that the forts and dock were not destroyed by the Japanese, as has been asserted in this country, but on the contrary are in good preservation and were being further restored by the Chinese. Russia can find "ice-free" ports on the Pacific coast. Why then should she covet Port Arthur except as a strategic place d'armes, to control the North China Sea, Peking and China? The country between the Russian and the Japanese, as has been asserted in this country, but on the contrary are in good preservation and were being further restored by the Chinese. 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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU W. Townsend.	YOKOHAMA (DIRECT)	THURSDAY, 21st April, at 4 P.M.
*OMI MARU C. Young	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th April, at 4 P.M.
TAMBA MARU H. Barnes	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transit). plug Cargo for JAPA. PORTS. PENANG, COLOMBO and PORT SAID	THURSDAY, 28th April, at 4 P.M.
YAMASHIRO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 29th April, at 4 P.M.

*Connecting at KOBE with S.S. "RIJUN MARU" sailing thence on 7th May for SEATTLE, U.S.A.
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 20th April, 1898.

A. S. MIHARA,
Manager.

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SETTING UP OF DISTILLERIES
Rice — Corn — Sugar-cane, etc.
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Liquors Factories — Preserves Factories
Laboratories of Druggists — Essences Factories

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WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. When your food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. An Chemist.

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OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co.,
Hongkong, 1st September, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE—SIX MILLION BOXES.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the

EMPIRE OF CHINA:—

WATKINS & Co.,
APOTHECARIES' HALL, 65, Queen's Road Central,
HONGKONG.

DENTISTRY.

DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 9, Queen's Road Central,
Hongkong, 9th February, 1898.

ANTI
CORROSIVES

ANTI
FOULINGS

F. CAZANOVE,
BORDEAUX.

GOLD MEDALS
Bordeaux, 1892. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

TONIC WINE
Of the Rev. Father A. KERMANN
MOKA-KINA of Dr. GOLF.
CREME-DE-MANDARINE.
AYURVEDIC ANISELLE SUPERFINE.
Apply to Messrs. DODWELL, CARLILL & Co.,
Hongkong.

Agent for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG."

Captain Robison, will be despatched for the above Ports TO-MORROW, the 21st instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 20th April, 1898.

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATINO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

VENICE and TRIESTE, all MEDITERRA-

NEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to

CALLAO.

Taking Cargo at through rates to PERSIAN

GULF and BAGDAD.

ALSO:

BARCELONA, VALENZA, ALICANTE,

ALMERIA and MALAGA.

THE Steamship

"LETIMERO."

Captain B. W. will be despatched as above

TO-MORROW, the 21st instant, at Noon.

At Bombay the Steamers are discharging in

VICTORIA DOCK.

For further Particulars regarding Freight and

Passage apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 20th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"TEUCER."

Captain R. W. will be despatched as above

TO-MORROW, the 21st instant, at 4 P.M.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain R. W. will be despatched as above

on SATURDAY, the 23rd instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1898.

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND

COPENHAGEN.

THE Company's Steamship

"S'AM."

Captain C. Cold, will be despatched as above

on or about the 30th inst.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 19th April, 1898.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND

PORTS, and taking through Cargo to

ADELPHI, NEW ZEALAND, &c.)

THE Steamship

"GUTHRIE."

Captain Craig, will be despatched for the

above Ports on TUESDAY, the 26th instant,

at Daylight.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A daily qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the CHINA-NAVIGATION

COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th April, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship

"LENNOX."

will be despatched as above on or about 25th

April.

S.S. "ENERGIA".....about 5th May.

S.S. "MAGNET"....." 25th May.

S.S. "AFRIDI"....." 15th June.

S.S. "PANTAN"....." 15th June.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 30th March, 1898.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bark.

"WEST YORK."

W. L. Foster, Master, will load here for the

above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th March, 1898.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE."

Lever, Master, Shortly expected here, will load

for the above port, and will have quick

despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th March, 1898.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANTINE,
BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prima Helarich Wednesday | 27th April.

Prussien Wednesday | 25th May.

Sachsen Wednesday | 22nd June.

Bayer Wednesday | 20th July.

Prima Helarich Wednesday | 17th Aug.

Darmstadt Wednesday | 14th Sept.

Prussien Wednesday | 11th Oct.

Sachsen Wednesday | 9th Nov.

Bayer Wednesday | 7th Dec.

Prima Helarich Wednesday | 4th Jan. 99.

ON WEDNESDAY, the 27th day of April,

1898, at 4 A.M., the Company's Steamship

"PRINZ HEINRICH," Captain O. Coppers,

with MAILS, PASSENGERS, SPECIE and

CARGO, will leave this Port as above, calling

at NAPLES and GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 25th April. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 26th April, and Parcels will be received at

the Agency's Office until NOON on TUESDAY, the

26th April. Contents of Packages are required.

No Parcel Receipts will be signed for less than

32.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 30th March, 1898.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS).

THE Steamship

"VERONA."

Captain C. H. S. Topp, R.N.R., carrying Her

Majesty's Mails, will be despatched from this Port

on SATURDAY, the 30th April,

at Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuables, all Cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 18th April, 1898.

NORTHERN PACIFIC

STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Truebridge May 10.

Olympia | 2,503 | T. H. Dobson May 21.

Arizona | 5,154 | J. Pantan, R.N.R. | June 14.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Argyll 2,997 | W. Ward April 26.

Brasmar 3,501 | E. Foster June 4.

Mogul 3,554 | W. H. Wight June 18.

Columbia 2,505 | A. Gow July 9.

THE attention of Passengers is directed to

the very cheap rates offered by this Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table,

Doctor and Stewardess carried.

The Railroad travelling is second to none on

the American Continent. Magnificent scenery

of the ROCKY and CASCADE MOUNTAINS. The

YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific